

Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-04-27
Investment Auto Submission Date: 2012-02-27
Date of Last Investment Detail Update: 2012-02-27
Date of Last Exhibit 300A Update: 2012-08-23
Date of Last Revision: 2012-08-23

Agency: 021 - Department of Transportation **Bureau:** 12 - Federal Aviation Administration

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: FAAXX248: Airport Surface Detection Equipment - Model X (ASDE-X)

2. Unique Investment Identifier (Ull): 021-860081937

Section B: Investment Detail

- 1. Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

ASDE-X is a surface, secondary radar system that provides multi-sensor airport surveillance with identification and conflict alerting to air traffic controllers. The data provided can prevent surface collisions and reduce the most severe runway incursions. ASDE-X provides a visual representation of the traffic situation on the airport movement area and arrival corridors. It improves the ability of controllers to maintain awareness of the operational environment and to anticipate contingencies. ASDE-X has dependencies with STARS, TPS, FTI, TAMR 2, ADS-B, RWSL, and TAMR 3.

- 2. How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.**

ASDE-X reduces the risk of runway incursions by providing enhanced safety performance by supporting target projections and intersecting runway alerts, more accurate positions with flight call signs and aircraft intentions on the controller's display, and improved surface surveillance during rain. Using data tags, ASDE-X provides the ability to monitor whether aircraft are following their prescribed taxi routes, validate the proper beacon code is associated with each aircraft, and accurately identify each aircraft within a queue. This

prevents unnecessary communication and reduces time spent between clearance deliveries.

3. Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.

Completed ASDE-X system deployment to all 35 ASDE-X sites in FY11. Achieved Initial Operating Capability at the following 4 ASDE-X sites: New York LaGuardia Airport, Las Vegas McCarran International Airport, Baltimore-Washington International Airport, and Memphis International Airport. Commissioned the above 4 systems and Honolulu International – Hickam AFB Airport.

4. Provide a list of planned accomplishments for current year (CY) and budget year (BY).

With the completion of system deployment, FAA plans to complete ASDE-X [deployment] project close-out and begin the ASDE-X Technical Refresh project in FY12. Some examples of a project closeout activities are completing the Functional Configuration Audit/Physical Configuration Audit (FCA/PCA) and transitioning the Interim Contractor Depot Logistics Support (ICDLS) system & facility. For Tech Refresh, in FY12, the FAA plans to complete a study to determine the equipment and/or software that needs to be included in the tech refresh effort. Tech refresh is scheduled to begin in 2013 with the initiation of procurement activities.

5. Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.

2005-09-09

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

| | PY-1 & Prior | PY 2011 | CY 2012 | BY 2013 |
|--|--------------------|------------|------------|------------|
| Planning Costs: | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| DME (Excluding Planning) Costs: | \$505.9 | \$4.2 | \$2.2 | \$7.4 |
| DME (Including Planning) Govt. FTEs: | \$11.3 | \$0.4 | \$0.1 | \$0.1 |
| Sub-Total DME (Including Govt. FTE): | \$517.2 | \$4.6 | \$2.3 | \$7.5 |
| O & M Costs: | \$23.6 | \$6.9 | \$8.7 | \$9.5 |
| O & M Govt. FTEs: | \$5.2 | \$1.0 | \$1.1 | \$0.0 |
| Sub-Total O & M Costs (Including Govt. FTE): | \$28.8 | \$7.9 | \$9.8 | \$9.5 |
| Total Cost (Including Govt. FTE): | \$546.0 | \$12.5 | \$12.1 | \$17.0 |
| Total Govt. FTE costs: | \$16.5 | \$1.4 | \$1.2 | \$0.1 |
| # of FTE rep by costs: | 52 | 16 | 6 | 5 |
| | | | | |
| Total change from prior year final President's Budget (\$) | | \$-0.7 | \$0.1 | |
| Total change from prior year final President's Budget (%) | | -5.32% | 0.69% | |

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

Funding for FY13 was reduced by \$2.6M, which was added to FY16, for no net change.

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

| Contract Type | EVM Required | Contracting Agency ID | Procurement Instrument Identifier (PIID) | Indefinite Delivery Vehicle (IDV) Reference ID | IDV Agency ID | Solicitation ID | Ultimate Contract Value (\$M) | Type | PBSA ? | Effective Date | Actual or Expected End Date |
|---------------|--------------|--------------------------------|--|--|---------------|-----------------|-------------------------------|------|--------|----------------|-----------------------------|
| Awarded | 6920 | DTFA0101C00011 | | | | | | | | | |
| Awarded | 6920 | DTFA0101C00011 | | | | | | | | | |
| Awarded | 6920 | DTFA0101C00011 | | | | | | | | | |
| Awarded | 6920 | DTFA0101C00011 | | | | | | | | | |
| Awarded | 6920 | DTFAWA09C00040 | | | | | | | | | |

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

The contract with prime contractor Sensis Corp., DTFA01-C-00011, includes an EVM reporting requirement. Sensis' performance is measured against the FAA Administrator-directed accelerated implementation schedule. The ASDE-X Program has implemented EVM at the program level to track cost and schedule performance for all contracts as well as FTE efforts. The Program Office has implemented a program-level EVM-like reporting mechanism using existing Cost Performance Reports, in compliance with the FAA AMS and ANSI/EIA 748A standard. Using the FAA independent red/yellow/green EVM assessment methodology, ASDE-X has received a green score in the final independent assessment of the program's EVM implementation indicating that the ASDEX program is EVM compliant. The use of a T&M Labor-Hour type contract line item, in accordance with AMS T3.2.4, was considered to be the most feasible and appropriate to accommodate the wide range of requirements contemplated under CLIN 0004 (Contractor Engineering Support). CLIN 0004 covers a wide range of needs, including system modifications and enhancements, software modifications, logistics training support, and any site specific optimization requirements. The CO has levied an EVM requirement on the contract and established a not-to exceed ceiling for CLIN 0004 defined both in terms of dollar amount and man-hour estimate through contract completion. T&M rates have also been identified for this CLIN. The approach for future contracts is to maximize the use of FFP contracts to the extent possible, and limit the use of T&M contracts. ASDEX is expected to be fully operational in Fiscal year 2011. During FY11, FAA will be implementing a sustainability acquisition plan to meet the requirements of Executive Orders 13423 and 13514 and that is consistent with DOT's SSPP. Where the requirements apply to FAA's Exhibit 300 programs, FAA will ensure that these programs adopt the requirements.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-04-27

Section B: Project Execution Data

Table II.B.1 Projects

| Project ID | Project Name | Project Description | Project Start Date | Project Completion Date | Project Lifecycle Cost (\$M) |
|------------|------------------------------|---|--------------------|-------------------------|------------------------------|
| 1 | Memphis Airport (MEM) ASDE-X | Install ASDE-X at the Memphis International Airport. This is the final site under the initial ASDE-X acquisition. | | | |
| 2 | ASDE-X Acquisition Closeout | Deployment Project Closeout. | | | |
| 3 | ASDE-X Technical Refresh | Technical Refresh of operational ASDE-X Systems. | | | |

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

| Project ID | Name | Total Cost of Project Activities (\$M) | End Point Schedule Variance (in days) | End Point Schedule Variance (%) | Cost Variance (\$M) | Cost Variance (%) | Total Planned Cost (\$M) | Count of Activities |
|------------|------------------------------|--|---------------------------------------|---------------------------------|----------------------|-------------------|--------------------------|---------------------|
| 1 | Memphis Airport (MEM) ASDE-X | | | | | | | |
| 2 | ASDE-X Acquisition Closeout | | | | | | | |
| 3 | ASDE-X Technical Refresh | | | | | | | |

Key Deliverables

| Project Name | Activity Name | Description | Planned Completion Date | Projected Completion Date | Actual Completion Date | Duration (in days) | Schedule Variance (in days) | Schedule Variance (%) |
|------------------|--|--|-------------------------|---------------------------|------------------------|--------------------|------------------------------|-----------------------|
| Key Deliverables | | | | | | | | |
| Project Name | Activity Name | Description | Planned Completion Date | Projected Completion Date | Actual Completion Date | Duration (in days) | Schedule Variance (in days) | Schedule Variance (%) |
| 1 | Memphis International Airport ASDE-X commissioning. | Complete ASDE-X system commissioning at the Memphis International Airport (APB Milestone: Last ORD). | 2011-05-18 | 2011-07-21 | 2011-07-21 | 1 | -64 | -6,400.00% |
| 2 | ASDE-X Functional and Physical Configuration Audit (FCA/PCA) | Complete Functional Configuration Audit/Physical Configuration Audit (FCA/PCA) of the ASDE-X system. | 2011-12-31 | 2011-12-31 | 2011-12-31 | 75 | 0 | 0.00% |
| 3 | Hardware Obsolescence Study | Complete Hardware Obsolescence Study | 2012-03-31 | 2012-03-31 | 2012-03-31 | 182 | 0 | 0.00% |
| 3 | System Performance Analysis | Complete the system failure analysis and generate a report of recommendations to improve system performance. | 2012-09-30 | 2012-09-30 | | 182 | 0 | 0.00% |

Section C: Operational Data

Table II.C.1 Performance Metrics

| Metric Description | Unit of Measure | FEA Performance Measurement Category Mapping | Measurement Condition | Baseline | Target for PY | Actual for PY | Target for CY | Reporting Frequency |
|--|-----------------|--|-----------------------|------------|---------------|---------------|---------------|---------------------|
| Total number of outages (Scheduled and Unscheduled outages) per year | Number | Customer Results - Service Accessibility | Under target | 20.000000 | 20.000000 | 13.000000 | 20.000000 | Monthly |
| Meantime between outages (Maintenance and Equipment outages) | Hours | Technology - Reliability and Availability | Over target | 450.000000 | 450.000000 | 573.000000 | 450.000000 | Monthly |
| Number of unscheduled outages, measured as national average of unscheduled outage per year per system | Number | Technology - Information and Data | Under target | 5.000000 | 5.000000 | 4.000000 | 5.000000 | Monthly |
| Meantime to repair (Scheduled and Unscheduled outages) | Hours | Technology - Reliability and Availability | Under target | 5.000000 | 5.000000 | 4.000000 | 5.000000 | Monthly |
| Operational Availability (percentage of the time annually that the system is available for use, which may be reduced by maintenance and equipment outages) | Percentage | Customer Results - Service Accessibility | Over target | 98.000000 | 98.000000 | 99.000000 | 98.000000 | Monthly |